THE

North-China Herald.

OFFICIAL NOTIFICATION.—It is hereby notified that until further orders. the *North-China Herald* is to be considered the Official Organ of all Notifications proceeding from Her Majesty's Legation and Superintendency of Trade in China.
E. St. JOHN NEALE,
Secretary of Legation.
H. M.'s Legation, Shanghai, 22nd June, 1860.

OFFICIAL NOTIFICATION.—It is hereby notified that until further orders, the *North-China Herald* is to be considered the Official Organ in China, of all Notifications proceeding from Her Britannic Majesty's Legation and Consulates in Japan.
LAURENCE OLIPHANT,
Secretary of Legation.
H. B. M.'s Legation, Yedo, 20th July, 1861.

VOL. XII., No. 596. SHANGHAI, SATURDAY, DECEMBER 28, 1861. PRICE, TAELS 15 ꝑ ANNUM.

INTIMATIONS.

NOTICE.

THE Management and Editorial responsibility of the *North-China Herald* is this day assumed by MR. SAMUEL MOSSMAN.
Shanghai, 5th October, 1861.

NOTICE.

ALL persons indebted to the Estate of the late Dr. E. C. BRIDGMAN are requested to make immediate payment to the Rt. Rev. Bishop Boone, who will act as my Attorney; and all persons having claims against the said Estate will please present them to the same, before the 1st of January next.

ELIZA J. BRIDGMAN.
Executrix.
1ja Shanghai, 13th November, 1861.

NOTICES OF FIRMS.

NOTICE.

MR. GEORGE BASIL DIXWELL is authorized to sign our Firm in Hongkong and China.
AUGUSTINE HEARD & Co.
21ma Shanghai, December 1st, 1861.

NOTICE.

MR. THOMAS FREDERICK BALLANCE is authorised *to sign our Firm by procuration.*
GEO. BARNET & Co.
26de Shanghai, 1st November, 1861.

NOTICE.

MR. ALBERT N. SHEARER is admitted a Partner in our Firm.

MR. FREDERICK JENKINS is this day authorised to sign our Firm.
HOWARD & Co.
12ja Shanghai, 12th October, 1861.

NOTICE.

WE have established a branch of our Firm at Nagasaki, and Mr. EDWARD HARRISON is authorized to sign our name per procuration at that Port.
BLAIN, TATE & Co.
1ma Shanghai, 31st August, 1861.

NOTICE.

MR. JOHN SPRINGFIELD ROBISON is admitted a Partner in our firm.
LINDSAY & Co.
tf Shanghai, 1st July, 1861.

NOTICE.

THE business of *Public Tea Inspector*, hitherto conducted by Mr. JOHN BLAIN, will be continued by the undersigned.
BLAIN, TATE & Co.
tf Shanghai, 2nd January, 1860.

NOTICE.

THE interest and responsibility of Mr. ALBERT DEACON in our Firm ceased on the 31st March last.

Mr. THOMAS S. ODELL is this day admitted a partner therein.
DEACON & Co.
2fe Canton, 14th October, 1861.

NOTICE.

THE business of the Undersigned will from 1st October next, be carried on under the style and firm of MACKELLAR & Co.

Mr. WILLIAM GRANT GORDON is authorised to sign the said firm per procuration.
J. MACKELLAR.
6ja Hankow, 30th September, 1861.

NOTICE.

I HAVE this day established myself as a *General Commission Agent* at this port, under the style of MORISON & Co.
J. MORISON.
tf Hankow, 23rd June 1861.

NOTICE.

THE Undersigned has established himself at HANKOW as *Tea Inspector and General Commission Merchant.*
CRAVEN WILSON.
tf Hankow, 20th March, 1861.

NOTICE.

WE have established ourselves in business at this port, as *General Commission Agents*, under the style or firm of CAMERON & Co.
WILLIAM CAMERON.
R. H. WOODWARD.
25ja Kiukiang, 21st October, 1861.

NOTICE.

WE have this day entered into Partnership as Commission Merchants at this Port, under the style of MAITLAND, BUSH & Co.
HENRY EDWARD BUSH.
ROBERT KELLY MAITLAND.
26ap Ying-tszo, Newchwang District,
1st October, 1861.

NOTICE.

I have this day established as a *General Commission Agent* at this Port, under the Style of PEDDER & Co.
JAMES N. PEDDER.
23ma Tientsin, 11th November, 1861.

NOTICE.

THE Undersigned beg to inform the Residents of Shanghai that they have established themselves at this Port as *General Storekeepers and Commission Agents* under the Name and Style of WILLIAMS & Co.
CHARLES P. WILLIAMS.
W. SMITH STEVENS.
tf Tientsin, 16th June, 1861.

NOTICES OF FIRMS.

NOTICE.

THE *undersigned has this day established* himself at this port as General Mercantile Agent under the style of MEADOWS & Co.
JOHN A. T. MEADOWS.
6ap Tientsin, 18th March, 1861.

NOTICE.

M. G. HOLMES having established himself as Commission Merchant and General Agent in Chefoo will have special facilities for the transaction of business in that place, among which are a knowledge of the language and an extensive acquaintance with Chinese merchants.
6ap

NOTICE.

I beg to notify that the business at this Port in my name, will (after the 1st July next) be carried on in the name of KEPPELL & Co.
THOS. KEPPELL.
tf Nagasaki, 2nd July, 1861.

NOTICE.

I have this day established myself at this Port as TEA INSPECTOR AND GENERAL COMMISSION AGENT.
MORGAN MACLEAN.
tf Nagasaki, 10th June, 1861.

NOTICE.

I have established myself at this Port from this date as a *General Commission Agent.*
THOMAS B. GLOVER.
tf Nagasaki, 1st May, 1861.

NOTICE.

I Have this day established myself as *General Commission Agent* at this port.
CHARLES HAGEDORN.
4ja Nagasaki, 15th December, 1860.

NOTICE.

THE interest and responsibility of Mr. C. H. RICHARDS in our firm, ceased on the 14th of October, 1861.
C. H. RICHARDS & Co.

WITH reference to the above, the business will henceforth be conducted under the style of O. H. BAKER & Co.
O. H. BAKER & Co.
21ju Yokuhama, Japan,
November 30th, 1861.

NOTICE.

I have this day established myself here as *a Public Silk Inspector.*
J. M. JAQUEMOT.
28de Yokohama, 28th August, 1861.

SPENCER COMPTON,

(LATE OF CANTON AND SHANGHAI),
Commission Merchant.
No. 7, FREDERICK'S PLACE,
OLD JEWRY.
LONDON.
E. C.

JOHN POOK,

Commission Agent.
40, LIME STREET,
LONDON.
tf *E. C.*

INSURANCES.

IMPERIAL FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents for the above-named Company at this Port, are prepared to grant POLICIES AGAINST FIRE to the Extent of £5,000 on Buildings or on Goods stored therein.
MACPHERSON & MARSHALL.
tf Yokohama, 24th, October, 1861.

HONGKONG INSURANCE COMPANY.

POLICIES of Insurance are now issued in this Office at Fuchau by the Agents at that Port, Messrs. RUSSELL PHIPPS & Co.
LINDSAY & Co.,
Secretaries Hongkong Insurance Company,
tf Shanghai, 26th August, 1861.

LIVERPOOL & LONDON FIRE & LIFE INSURANCE COMPANY.

THE undersigned having been appointed Agents of the above Company at this Port are prepared to grant Policies against Fire to the extent of £10,000 on Buildings or on Goods stored therein.
DOW & Co.
tf Shanghai, 20th April, 1860.

NOTICE

Sun Mutual Insurance Company	Assets,	$1,761,000
Mercantile Mutual Insurance Company	„	$1,140,000
New York Mutual Insurance Company......	„	$1,036,000

THE Undersigned, having been appointed Agents in China for the above-mentioned Insurance Offices of New York, are now prepared to issue Policies upon Marine risks upon the usual terms, to an extent not exceeding One Hundred Thousand Dollars upon any one risk.

Policies will be made payable in London, Liverpool, Hongkong, Shanghai, Singapore, and Bombay, and arrangements will shortly be completed for the adjustment of losses in Calcutta.

In addition to the usual bonus, a cash return of *Five per cent* upon the net amount of premium contributed on terminated risks will be made to Insurers at the end of each year, in lieu of the Script Dividend issued at New York.
AUGUSTINE HEARD & Co.
tf Shanghai, 24th September, 1861.

INSURANCES.

"HAMBURG—BREMEN FIRE INSURANCE COMPANY."

THE undersigned having been appointed Agents in China for the above named Company are prepared to grant policies against fire at Shanghai to the extent of £10,000, — on one risk, as under:

1, On Buildings or on their contents.
2, On Ships, lying in port, or on their contents.

For further particulars apply to
WM. PUSTAU & Co.,
Agents in Shanghai.
tf Shanghai, 1st December, 1858.

PHŒNIX FIRE INSURANCE COMPANY.

THE undersigned are prepared to grant Policies in this Office on the usual terms and conditions to the extent of £10,000, on any one building with its contents, or to the extent of £30,000 on three or more separate buildings in the same occupancy.
SMITH, KENNEDY & Co.
tf Shanghai, 25th February, 1859.

ALLIANCE FIRE ASSURANCE COMPANY OF LONDON.

THE undersigned Agents in Shanghae for the above Company are prepared to accept assurance as under:

On private Dwelling Houses of the best description, *used strictly as such,* and the contents consisting of Household furniture, &c., therein, in private use, at the rate of ¾ *per cent per annum.*

On Buildings of Brick or Stone covered with Tiles, Slates or Metal, detached from Chinese Tenements, and on their contents at the rate of *one per cent per annum*, and to the extent of £10,000 on each separate building.

A Building and its contents taken together form one risk. Thus the above sum may be underwritten on a Building alone, or on the contents alone, or part on the Building and part on the contents.

Assurances for Six months will be charged *three-fourths, and for* Three months *one-half of the annual rate.*

No Assurance is to be considered in force until the premium be paid.

Amongst other advantages of the Company, the Assured will be entitled to participate in the Profits after five successive payments.

Parties applying for Assurances will please send *in full particulars of the* Risk to be taken; *any* deviation from which, without the consent of the Company, will vitiate the Policy.
JARDINE, MATHESON & Co.,
Agents in Shanghae.
tf Shanghae, 2d June, 1860.

IMPERIAL FIRE INSURANCE COMPANY.

THE undersigned having been appointed Agents for the above named Company, at this Port, are prepared to grant Policies against Fire to the extent of £10,000 on Buildings or on Goods stored therein.
GIBB, LIVINGSTON & Co.
tf Shanghai, 15th September, 1858.

THE LONDON & ORIENTAL STEAM TRANSIT INSURANCE OFFICE.

(Established 1843.)

THE undersigned are prepared to accept RISKS (covered by protecting Policies at LLOYD'S and the various LONDON INSURANCE COMPANIES,) by the PENINSULAR & ORIENTAL STEAMERS between *Shanghai, Canton and Hongkong, Amoy,* the *Straits, Ceylon,* the *Presidencies of India, Suez,* and *England.*

The interest in the protecting Policies is assigned to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY, for the purpose of their becoming the Medium of Payment in the event of loss.

For RATES OF PREMIUM and other Information, apply to
M. FISCHER, *Hongkong.*
F. WARDEN, *Shanghai.*
S. J. G. JELLICOE, *Singapore.*
T. H. TRONSON, *Calcutta.*
ROBERT FRANCK, *Madras,* or
JOHN RITCHIE, *Bombay.*

The undersigned will also accept Risks upon all *first class* Steam-ships (other than those of the Peninsular and Oriental Company) trading between the above mentioned Ports.
JAMES HARTLEY & Co.
London, 26th November, 1859.

QUEEN INSURANCE COMPANY OF LIVERPOOL.

THE Undersigned have been appointed Agents in Shanghai for the above Company and are prepared to grant Policies against Fire, as follows—

On private Dwelling Houses of the best description, detached and in the occupation of Foreigners, at the rate of ¾ *per cent per annum.*

On Furniture and Stores in the above, 1 *per cent per annum.*

On first-class detached Godowns, ¾ *per cent per annum.*

On second-class Godowns 1 *per cent per annum.*

On Merchandize in Godowns, 1 *per cent per annum;* ½ *per cent for* 3 *months,* and ¾ *per cent for* 6 *months.*

Policies will be granted to the extent of £10,000 on any one Building or on its contents.

No Insurance will be considered in force until the premium be paid.

Considerable advantages are offered by this Company to those effecting Insurance for a longer period than one year.

Forms of Proposals and all requisite information can be obtained at the Offices of the Undersigned.
BLAIN, TATE & Co.
tf Shanghai, 1st July, 1861.

NOTICE.

THE undersigned are appointed Agents for the *Underwriters and Marine Insurance Companies of Hamburg.*
HARKORT & Co.
28de Shanghai, 17th December, 1858.

INSURANCES.

NETHERLANDS INDIAN MARINE AND FIRE INSURANCE COMPANY OF BATAVIA.

THE undersigned having been appointed Agents for the Company in China, are prepared to grant Insurance on ORDINARY MARINE RISKS to Europe, United States, India, the Straits, Java, or the Colonies, at the Rates of Premium current with the Local Offices. *Policies payable in* LONDON, HONGKONG, SINGAPORE, PENANG, and BATAVIA.
TURNER & Co.
tf Shanghai, 13th February, 1857.

EASTERN MARINE INSURANCE COMPANY.

A BRANCH of the above Company having been opened at *Foochow,* Policies will now be granted upon risks from that port.
TURNER & Co.,
Agents in China for the
EASTERN MARINE INSCE. COMPY.
tf Hongkong, 9th July, 1860.

ROYAL INSURANCE COMPANY OF LIVERPOOL.

CAPITAL TWO MILLIONS STERLING.
Trustees,
JOHN SHAW LEIGH, Esq. | JOHN NAYLOR, Esq.
CHARLES TURNER, Esq., *Chairman.*
RALPH BROCKLEBANK, Esq., *Deputy Chairman.*

THE Company is prepared to grant Policies of Insurance against Fire to the extent of £10,000 on any one Building or its contents.

Premiums are payable in the Bills of any of the Local Banks or in other approved Paper.
BOWER, HANBURY & Co.,
Agents for Shanghai.
tf Shanghai, 1st January, 1859.

HONGKONG MARINE INSURANCE COMPANY.

THE undersigned are prepared to grant POLICIES on behalf of the HONGKONG INSURANCE COMPANY, payable in *Shanghae, Hongkong, Canton, Calcutta, Manila, Bombay* and *London.*
LINDSAY & Co.
Shanghae, 1855

FOR SALE.

NOTICE.

JUST PUBLISHED.—A Book containing the English, French, American, Russian, Dutch and Portuguese Treaties, with China and Japan. Price for Single Copies Tls. 5 each.
North-China Herald Office,
tf October 16th, 1861.

FOR SALE.

FINEST Pale Ale in 4 doz. Cases at Tls. 1.6.5 per doz. for not less than 5 Cases.

Champagne of the first quality, Crême de Bouzy, in 1 doz. Cases at Tls. 12 per doz.

Finest Pale Sherry and Old Port in 3 doz. Cases at Tls. 8 per doz.

Apply to
WATSON & Co.
tf Shanghai, 20th September, 1861.

FOR SALE.

CHAMPAGNE.				
(St. Péray Mousseux),	in 2	dz. c.	a ꝑ dz.	T. 10
(Perrier & Jouet), ...	1	„	„	10
Pale Sherry.				
(Miss & Co.), ...	2	„	„	7
(Lopes Villegas), ...	2	„	„	7
(Other Brands), ...3 &	2	„	„	7
Port..................	3	„	„	8

W. R. ADAMSON & Co.
tf Shanghai, 13th November 1860.

J. & C. WHITE & Co.'s

Pale Sherry in cases of	2	doz. ea.,	Tls. 8	per doz
Pale Brandy	„ 1	„	„ 9	„
Claret	„ 2	„	„ 9	„

29ja BOWER, HANBURY & Co.

FOR SALE.

GIESLER'S Creaming Champagne.
Port, Sherry, &c., &c.
SMITH, KENNEDY & Co.
tf Shanghai, 16th September, 1859.

FOR SALE.

At the Office of the North-China Herald.

THE "*HSIN CHING LU,*" or "*Book of Experiments,*" by T. F. WADE, Esq., *Chinese Secretary;* a work in THREE PARTS, designed to assist Students of the Peking Dialect. Price $6.00.
tf Shanghai, 11th June, 1859.

PUBLIC SALES.

NOTICE.

THE Undersigned has received instructions to sell by PUBLIC AUCTION (due notice will be given of day of sale), the following Lots of LAND, viz:—

LOT 1.—A piece of Land on the North of Consulate Road, bounded on the East by Dr. Barton's Land, Lot. No. 117*a*, on the West by Messrs. Johnson & Co.'s Hong—the measurement of the Land is about 6 mow 5 fun more or less, European House and Godowns only to be erected on this Lot.

LOT 2.—A piece of Land on the North of the above, bounded on the East and West by same boundaries as Lot 1, and on the North by Capt. Morris' Land—measuring same as Lot 1.

LOT 3.—A piece of Land bounded on the South and West by Messrs. Johnson & Co.'s Hong, on the North by the Soochow Creek Bund, and on the East by Capt. Morris' Lot—measuring about 7 mow more or less.

The Boundaries of the Lot will be given, but no superficial measurements will be guaranteed.

Plans will be prepared shortly, for which and further Particulars apply to
BARNES DALLAS.
tf Shanghai, 2nd October, 1861.

HOUSES & LAND.

TO BE LET ON LEASE FOR A TERM OF YEARS.

THE PIECE OF GROUND at the Corner of Mission and Temple Roads, with the Buildings thereon, containing an area of about 31,500 feet. Frontage on Mission Road about 125 feet and on Temple Road about 250 feet. The Buildings are—a Dwelling House with front on Mission Road, 100 feet long by 43 feet deep; and a Godown 82 feet long by 40 feet deep, with entrance from Mission Road.

For further particulars and terms apply to "C.," at this Office.
tf Shanghai, 18th December, 1861.

TO BE LET.

For a Term of Years, together or separately.

THE HOUSE and GODOWNS now occupied by Messrs. Thorne, Brothers & Co. Entry from 1st April.

Apply to
ALEX. CUSHNY.
tf Shanghai, 30th November, 1861.

TO LET.

From 1st of January next.

THE PREMISES in Bridge Street, at present in the occupation of Messrs. T. Kroes & Co.

Apply to
MOSES & Co.
tf Shanghai, 4th November, 1861.

FOR SALE.

TWO LOTS OF LAND suitable for Building purposes, each containing about 7 Mow; one with a frontage to the Soochow Creek and both abutting on the property of Messrs. Johnson & Co., of whom or from the Undersigned further particulars may be obtained.
BARNES DALLAS.
tf Shanghai, 8th August, 1861.

MISCELLANEOUS.

COMMERCIAL BANK OF INDIA.

SHANGHAI AGENCY.

LETTERS of Credit and Bills of Exchange granted on LONDON, BOMBAY, CALCUTTA, HONGKONG, FOOCHOW, and HANKOW.

Deposits received at Interest for fixed periods, the Terms of which may be ascertained on application at the Bank.

Approved Local Bills discounted and Loans granted on Deposit of approved security.
H. HOWE WIGGINS,
Agent.
22fe Shanghai, 10th November, 1861.

NOTICE TO MARINERS.

THERE are now in Simon's Bay and Table Bay, Cape of Good Hope, PATENT SLIPS in first rate working order, capable of taking vessels of 2,000 Tons, where every facility can be obtained and repairs done on reasonable terms.
18ja October 19, 1861.

SHANGHAI FOREIGN PILOT OFFICE.

BOATS "*Underwriter,*" "*Sea Dog,*" and "*Snake.*"

All orders for Pilots promptly attended to.

Office at
MESSRS. MACKENZIE & Co.
tf Shanghai, 9th September, 1861.

Wm. DATO & Co.

GENERAL STORE-KEEPERS, COMMISSION AGENTS AND AUCTIONEERS.

YANG-KING-PANG,
Corner of Rue de Mausolée.
28do Shanghai, 6th October, 1860.

FREDK. WILKIE,

General Commission Agent,
Auctioneer, &c.,
Ships supplied at the shortest notice.
30my HAKODADI, JAPAN.

EDWARD BYRNE,

Ship Broker, Ship Auctioneer, Marine Surveyor, General Commission and Forwarding Agent.
OFFICE IN BRIDGE STREET.
Adjoining Messrs. Hall & Holtz's Store, and opposite Messrs. Dow & Co.
tf Shanghai, 6th July, 1861.

JOHN L. ROBERTS & CO.,

Auctioneers of Damaged Goods and General Commission Agents.
Office and Sales Room
AT
Messrs. REIMER & Co.'s.
tf October 7, 1861.

WHEELOCK & CO.,

Auctioneers. General Commission Agents, and Proprietors of
CARGO BOATS.
Office in Mission Road (rear of Messrs. Russell & Co.),
and Godown in North Gate Street.
tf Shanghai, 20th September, 1861.

Charles W. Gribble,

CIVIL ENGINEER,
Architect, Surveyor, and General Building Agent.
OFFICE IN TEMPLE ROAD,
at the House occupied by R. MILLER, Esq.,
有恒 You-hun.
18se Shanghai, 17th September, 1861.

NOTIFICATION.

THE HONORABLE F. W. A. BRUCE, C.B., H. M.'s Minister Plenipotentiary and Chief Superintendent of Trade in China, having, in Official Communication with His Imperial Highness the Prince of Kung, decided upon the following Regulations for the conduct of British Trade on the Yang-tsze River, and the same having been ratified by Imperial Decree, they are hereby officially notified for the information and guidance of all British subjects therein concerned.

The Provisional Regulations hitherto applied are superseded by the amended Rules now published.

Her Majesty's Consular Authorities have been directed undeviatingly to carry out the provisions of these Regulations; and all British subjects, engaged in trading operations on the Yang-tsze River, are required to conform to the same, in order that they may not render themselves liable to the penalties in certain cases thereby imposed.

By order,

EDWARD ST. JOHN NEALE,
Secretary of Legation.

British Legation, Peking, 5th December, 1861.

I.—It is agreed that British vessels may trade at the ports of Kiukiang and Hankow on the Yang-tsze River under the following Regulations:—

Every British vessel, wishing to proceed up the Yang-tsze River beyond Chinkiang, must apply to the British Consul at Shanghai for a Pass, to be called the "River Pass," authorising the vessel to trade at Kiukiang or Hankow, which will be issued by the Shanghai Customs, and only by the Customs at that Port, on the application of the Consul, as soon as the Customs are satisfied that all the dues and duties due upon the vessel and her cargo have been paid. The Consul will deliver the River Pass to the vessel, and will retain in his hands her Register or Sailing Letter, and on the return of the vessel to Shanghai, the River Pass must be surrendered to the Consul and returned to the Customs.

II.—Every vessel, proceeding up or down the River, shall be permitted to carry for her protection, such an amount of Arms and Ammunition as shall appear to the Customs at Shanghai to be reasonable, and this amount of Arms and Ammunition shall be entered in a certificate to be called the "Arms Certificate," which shall be delivered by the Customs, through the Consul, to any vessel applying for the same; and the said vessel shall be bound to bring back to Shanghai all the Arms and Ammunition she is thus authorised to carry, or, if she have expended any portion of them during her voyage up or down the River, then to account for the manner in which such portion has been expended. Any vessel returning to Shanghai without any portion of the Arms or Ammunition stated in her Arms Certificate, and being unable to account satisfactorily for such missing portion, or being discovered trafficking in Arms, Munitions, or Implements of War, at any port or place in the River, or carrying any Arms or Munitions in excess of the amount stated in her Arms Certificate, is liable to have her River Pass withdrawn, and to be prohibited from trading upon the River.

III.—The Shanghai Customs may, if they see fit, appoint one or two of their officers to accompany the vessel as far as Chinkiang, and the master of the vessel is bound to receive these officers on board, and to provide them suitable accommodation, but not their food or expenses. Trading at any intermediate port or place between Shanghai and Chinkiang, being an infraction of the XLVIIth Article of the Treaty of Tientsin, may be punished as is therein provided.

IV.—No vessel is allowed to pass Chinkiang without anchoring, and being reported to the British Consul and the Customs at that Port. The master, on arriving at Chinkiang, must deliver to the Consul his River Pass, Arms Certificate, Shanghai Port Clearance, and a list of all passengers and persons, not forming part of the registered crew on board, and, if he wish to proceed up the river immediately, the Consul will forward all the papers above-named to the Customs, who may board and inspect the vessel, and if the Customs have no claim upon the vessel, or there be no cause for her detention, they will at once grant a new Port Clearance, and give this, together with the River Pass and Arms Certificate, to the Master, who will then be at liberty to continue his voyage. But if the stay of a vessel at Chinkiang exceed twenty-four hours, she must be reported within that time to the British Consul, and by the Consul to the Customs, in the manner provided in the XXXVIIth Article of the Treaty of Tientsin, and a manifest of her cargo and a copy of her passenger list furnished to the Consul; and if she land any portion of her cargo, or take on board any cargo, she must do so in the manner provided in the said Treaty; and the Consul will retain in his possession her River Pass and Arms Certificate, until she receives her Port Clearance from the Custom House, and is again ready to depart. Any British vessel proceeding up the River above Chinkiang without a River Pass, Arms Certificate, and Chinkiang Port Clearance, duly obtained as provided in these Regulations, commits an infringement of the XLVIIth Article of the Treaty of Tientsin, and is liable to the penalty therein provided.

V.—Every vessel must be reported to the British Consul at Kiukiang and Hankow, within twenty-four hours after her arrival at either of those ports, and the master must lodge in the hands of the Consul the vessel's River Pass, Arms Certificate, and Chinkiang Port Clearance, and must deliver to the Consul a manifest of her inward cargo, and a list of all passengers and persons not forming part of her registered crew on board; and the Consul will retain in his possession the River Pass, Arms Certificate, and Chinkiang Port Clearance, until the vessel is again ready to depart, and until he has received the manifest of her cargo outwards, and a list of all passengers and persons not forming part of her registered crew, and intending to leave the port in the said vessel; and before returning the said papers to the master, the Consul will endorse on the Chinkiang Port Clearance, the respective dates on which it was lodged in his hands, and returned to the master. No report, however, need be made in the case of a vessel passing Kiukiang without anchoring, nor is it requisite that a vessel passing that Port, without discharging or taking in cargo should deliver a manifest to the Consul.

VI.—Every vessel coming down the river must anchor at Chinkiang and be reported to the Consul, and cleared by the Customs, in the manner provided in the IVth Article of these Regulations; and the Customs may, if they see fit, appoint one or two of their officers to accompany the vessel to the Port of Shanghai, where the vessel is bound to proceed, without touching at any other port or place, and these Customs Officers must be received on board, and treated in the manner provided in the IIIrd Article of these Regulations.

VII.—The payment of duties due by vessels trading up and down the Yang-tsze under these Regulations, being duly provided for by Articles I., IV. and VI. of the said Regulations, Articles XXXVIII., XXXIX., XL., and XLI. of the Treaty of Tientsin, will not apply to any such vessels, and they are accordingly authorised to load or discharge at Hankow or Kiukiang without applying for Custom House Permits, or paying duties until their return to Shanghai.

VIII.—The manifests of Cargo that are to be delivered to Her Majesty's Consuls at the various Ports, as provided in these Regulations, must be made out in the form of a summary, stating the quantity of each description of goods on board, either in dimensions, weight, or value, as the case may be.

IX.—British trade in Oil, Hemp, Steel, Iron, Provisions, Timber, and Copper Cash, and the hire and purchase of native vessels, are authorised under the following Rules:

A.—Oil, Hemp, Steel, Iron, Provisions, Timber, and Copper Cash may be transported under the following conditions:—The shipper shall give notice of the quantity he desires to ship, and of the ports of its destination, and shall bind himself by a bond, such shipper being agent of a mercantile firm established in China, or, if not so, by a bond with two sufficient sureties, to the value of the quantity shipped, to return, within three months from the date of shipment, to the collector at the port of shipment a certificate to be issued by him, with an acknowledgement thereon of the discharge of the cargo specified at the port of destination, subscribed and sealed by the collector at the latter port, or failing the due return of this certificate, to forfeit a sum equal in value to that of the goods shipped; and the vessel concerned will be deprived of the River Pass, and prohibited from further trading on the river.

B.—In the case of native junks chartered or purchased by British subjects to convey produce to or from ports on the Yang-tsze-kiang, the Customs at the port of departure shall, on application of the Consul, issue to the party concerned a special Junk Pass. But the said party must deposit with the Customs a bond, such party being agent of a mercantile firm established in China, or, if not so, a bond with two sufficient sureties to the value of the vessel and cargo, to return within two months from the date of his bond to the Collector at the port of departure, the Junk Pass issued by him, with an acknowledgement thereon, subscribed and sealed by the Collector of the port of destination, of the arrival of the junk and discharge of her cargo, or failing the due return of this certificate, to forfeit the sum specified in the bond, or deposited with the Customs.

X.—The breach of any of these Regulations may be punished by the withdrawal from a vessel of her River Pass, and by prohibiting her from further trading on the River, and if this penalty be awarded when on the river, she may be sent or taken to Shanghai, and also, and in addition to the preceding penalty, by any other pains or penalties that may be incurred by the same offence for a breach of Treaty. And it shall be competent for any of Her Majesty's Consuls to detain any vessels trading on the river under these Regulations, against which any other complaint or claim may at any time be laid, until the same shall have been heard and determined by the Consul, and his judgment carried into execution.

XI.—These regulations may at any time be suspended or annulled, added to or amended, as, and in whatever way, may be judged expedient by Her Britannic Majesty's Minister Plenipotentiary in China and the High Chinese Authorities in communication together.

NEW ADVERTISEMENTS.

NOTICE.

IN consequence of the lamented death of our Mr. NICOLAI DUUS, the Business will in future be carried on by his Widow and Sons under the same name and style.

N. DUUS & Co.

tf Hongkong, 6th December 1861.

ALLIANCE MARINE ASSURANCE OFFICE.

THE Undersigned having been appointed Agents for the above named Office, are prepared to grant Policies on first-class Vessels from Shanghai to any port in the United Kingdom, payable in London.

JARDINE, MATHESON & Co.

tf Shanghai, 27th December, 1861.

TO LET.

THE PREMISES now occupied by Messrs. R. H. Camajee & Co., situated in Church Street. Immediate Entry can be given.

Apply to

WATSON & Co.

tf Shanghai, 27th December, 1861.

OFFICE OF MARITIME CUSTOMS.
SHANGHAI, *December 28th* 1861

NOTICE is hereby given that WEDNESDAY next being NEW YEAR'S DAY, this Office will be closed, and that no Cargo can be landed, shipped or transhipped on that day.

G. H. FITZROY,
Commissioner of Customs.

FOR SALE.

WILL shortly be offered at Public Auction, if not previously disposed of by Private Contract,—

That VALUABLE PROPERTY situate in Spring Gardens, Victoria, Hongkong, and known as CARLTON TERRACE, consisting, of Three large Houses, *each* containing Eleven Rooms, Verandah, and Outhouses, and occupying an area of 140 feet on the Queen's Road by 100 feet deep.

The Property is now undergoing a thorough repair throughout. *There is a Public Way to the water opposite* and good *Godown* accommodation for 750 tons, capable, by slight alterations, of being extended to 1,500 tons. The annual Crown Rent of the Lot is £44.15.3.

The Three Houses are at now letting an annual rent of $2,700; and, in the rapid and *necessary* extension of the Foreign Quarter eastward, offer a very eligible opportunity for investment.

At the same time will be sold a NEW and SUBSTANTIALLY-ERECTED GODOWN, in Queen's Road East, opposite the "Hongkong Timber Yard," and conveniently situated near the water comprising an area of 95 feet by 57 feet, and estimated to contain upwards of 1,000 tons.

Attention is requested to the arrangements of the Building which, being divided into Four Compartments, offers advantages for storing goods of different descriptions. The foundations and eight feet of the Basement are of Solid Granite work, and the whole walls of sufficient thickness to admit of a second storey being erected on them. The Annual Ground Rent is £25.

TERMS—*One-third Cash on fall of the hammer, and Balance on Completion of the Transfer.*

For further particulars, apply to

MAC EWEN & Co.,
Auctioneers.

tf Hongkong, 14th December 1861.

JUST RECEIVED PER OVERLAND ROUTE.

LONDON-MADE JEWELLERY, consisting of Bracelets, Necklets, Brooches, Ear-rings, Breast Pins, Rings, Chains, &c.

FANCY GOODS suitable for Christmas and New Year Presents.

GENT'S LONDON-MADE CLOTHING and also BOOTS and SHOES.

For Sale at

WM. DATO & Co.

tf Shanghai, 23rd December, 1861.

THE
North-China Herald.

SHANGHAI, SATURDAY, DECEMBER 28, 1861.

NOTICE.—The Hours of DIVINE SERVICE in TRINITY CHURCH, are on Sundays, at 11 A.M. and 3.30 P.M., also on Wednesday at 4 P.M.

NOTICE.—DIVINE SERVICE will be held at the HOUSE of the late Rev. Dr. BRIDGMAN every Sunday morning at half-past 9 o'clock, instead of at the LONDON MISSION CHAPEL until further notice.

LATEST DATES.

England,	Oct. 26	Hankow,	Dec. 19
Hongkong,	Dec. 15	Nagasaki,	Dec. 20
Tientsin,	„ 19	Kanagawa,	Dec. 7

Latest dates in England, from China,—
Hongkong .. Aug. 28 } Received *via* Marseilles,
Shanghai .. „ 17 } Oct. 17.

COMPARISON OF OBSERVATIONS

taken by

A SELF-REGISTERING THERMOMETER

in the open air, in a shaded situation, at Shanghai,—the Maximum by day, and the Minimum at night.

FOR THE WEEK.

	Ending 27th Dec. 1861		*Ending 27th Dec 1860*	
December	*Max.*	*Min.*	*Max.*	*Min.*
21.—	42	36	40	28
22.—	40	31	35	31
23.—	43	30	42	35
24.—	42	31	43	38
25.—	40	29	50	37
26.—	40	37	46	35
27.—	40	32	43	38

To be continued weekly.

QUOTATIONS.

COMMERCIAL BANK OF INDIA.
RATES OF EXCHANGE.

Bills on London Joint Stock Bank, London,—
at 6 m/s. sight, ...6s. 2d. per Tl.
at 3 m/s. sight, ...6s. 1d. „
at sight, ...6s. „
Bills on Head Office, Bombay,—
at 3 days' sight, Rs. 298 per Tls. 100.
„ Calcutta Agency,—
at 3 days' sight, Rs. 207 per Tls. 100.
„ Hongkong Agency,—
at 3 days' sight, ...20 ℔% disct.
„ Hankow Agency,—
at 3 days' sight, ... 4½ „ prem.
„ Foochow Agency,—
at 10 days' sight..... —
Shanghai, 27th December, 1861.

OPIUM.

December	*Malwa* Tls.	*Patna* Tls.
21,	560	590
23,	565 *a* 570	585
24,	560	580
25,	560	580
26,	570	580
27,	565 *a* 570	580

LATEST SHIPPING INTELLIGENCE.

ARRIVED.—December 27, *Stade*, (Han. brg.) Relper, from Fuchau; 27, *Yang-tsze*, (Br. str.). Hardy, from Hankow; 27, *Emma*, (Br. sch.), West, from Ningpo; 27, *Fruiter*, (Am. bq.), Webster, from Nagasaki; 27, a Chinese steamer. (name unknown).

DEPARTED.—December 27, *Ann*, (Br. bq.). Husted, for Amoy; 27, *Nankin*, (Am. sch.), Crosby, for Ningpo; 27, *Johanne Kalkman*, (Ham. bq.). Roper, for Amoy; 27, *Fawn*, (Br. br.). Allen, for Ningpo; 27, *Elizabeth*, (Br. sch.), Wright, for Ningpo.

PASSENGERS.

DEPARTED.—Per *Surprise*, for Hankow, Messrs. E. Cunningham and Washili Ivanoff Matrlenell. Per *Pekin*, for Hongkong, Major Pennyenick, R.A. Lieut. Franklin, R.A., Capt. W. H. Pale, Messrs. G. W. Coutts, J. Heubling, X. Roque, R. Heinsen, A. do Rozario, and Corporal McAllen.

EXPECTED.—To leave Southampton,—

October 27.

For Hongkong.—Mr. Limbey and Mr. J. Kynesler.

For Shanghai.—Messrs. Visher, Lenny, Beadel, and Burier.

November 4.

For Hongkong.—Mr. and Mrs. T. Smith, Messrs. A. Cohen, L. Moore, P. F. Bird, Copuston, Reeama, and Hogg.

For Shanghai.—Mr. E. Seaton and Saton.

November 12.

For Hongkong.—Mr. Fritz Abegg and Mrs. Williams.

November 20.

For Hongkong.—Mrs. W. H. Fittock.

For Shanghai.—Mr. G. Booth.

December 4.

For Hongkong.—Mr. and Mrs. J. M. Hazeland, Miss Cruickshank, Mrs. Caine and 2 infants, Mrs. Kane, Messrs. Mackintosh, Magniac, F. Adams, and D. Saures.

December 20.

For Hongkong.—Messrs. F. Stewart and R. H. Payne.

For Shanghai.—Madame Cordier and child, Mrs. E. W. Graham, Messrs. E. Fierz, Gibbon, and C. Lehmann.

THE London Mail of 11th Nov., due in Hongkong on the 26th inst. and here on the 2nd prox. It was received this year on the 2nd January per *Ly-ee-moon*.

THE P. & O. Co.'s steamer with the Mail for Europe is appointed to leave on Monday, the 6th proximo.

IN the present condition of our commercial relations with China, when the foreign subjects of the Treaty Powers have every reason to see in the future—during the minority at least of the young Emperor T'UNG CHI, with the PRINCE OF KUNG as Regent—a daily increasing field for their enterprise, we cannot press too strongly upon capitalists to take advantage of these friendly relations with the Imperial Government, to obtain concessions for opening up the mineral resources of the empire, especially the known coalfields. This all-important branch of mining enterprise is attracting the attention of governments, merchants, and steamboat companies throughout the most remote parts of the globe, as essential to the profitable traffic of ocean steamers. On this head there is an able leader in *The Times*, shewing that unless coal, as a cheap article of fuel for steam engines, can be had at the ports of destination in India, China, and Australia, it is impossible that ocean steamers can pay their expenses by ordinary traffic. Of course, it is the Government subsidy for the postal service which supplements the receipts of the Peninsular and Oriental Company, the Cunard Company, &c., and enables them to pay a dividend to the shareholders, otherwise the income would barely meet the expenditure.

In the article referred to, it states—"At present almost all the coal used by our ocean lines is carried from England. The cost of it, accordingly, at distant ports, is almost incredible. The Peninsular and Oriental and the West India lines, for instance, always have what may be called a fleet of colliers, employed to carry fuel thousands of miles for them to the various coaling stations on their track. That the cost of a ton of coal which has been carried 14,000 miles precludes all hope of profit being made on the work it does, may be easily imagined. If the steamer carries large quantities of coal herself, she is unable to take a remunerative quantity of freight; and, if she carries only a little, then what she loads at each coaling station must be transported for her by a subsidiary sailing vessel. Hence, any discovery of coal in our colonial possessions has a deep interest for those engaged in steam navigation."

If these remarks apply forcibly to the Australian colonies, where a new coalfield has been discovered in Tasmania, that promises to rival the coal measures of New South Wales, which have been worked for the last fifty years, they do so in a stronger manner with regard to the prices and supply of coal in China, especially in these northern ports. Here we have an augmentation of the cost equal at least to 50 per cent on Australian prices of English coal, in consequence of the distance being 3,000 miles further by the sailing route from the pits in Northumberland or Wales. That the above general remark of the cost of coal at distant ports is incredible, we have practical experience of in Shanghai—where a ton of Cannel coal costs £6, or two-thirds of a penny per lb, which at the pit's mouth was raised for about 15s. We do not complain of the merchant's charge on this article, for he is entitled to the freight from England over 17,000 miles of ocean. But as this description of fuel is daily becoming a greater necessity, especially for steam purposes, something practical ought to be done in ascertaining the extent, quality, and availability of the coal mines in China. Scarcely a month passes, without some new addition to our steam fleet for the Yang-tsze trade, while a list of five new boats on the stocks in England and Scotland arrived by the last Mail. These will all be great consumers of the "black diamond," and it would be only prudent to prepare for a local supply, if it can be had at a reasonable cost.

In the south of China, at Canton, the subject has been under serious consideration; and an expedition has visited the coal mines at Fayune, about 40 miles beyond that city. At the time we were publishing the account of a visit to the coal mines beyond Peking, our contemporary, the *Daily Press* of Hongkong, gave a narrative of a visit to the Fayune coal mines, which we insert in our columns this day. Although the quality and thickness of the seams found there are not so encouraging as those described as existing at the Sinim mines, they appear only to be surface scrapings, like those mentioned by our correspondent in his voyage on the Upper Yang-tsze. These are merely indications of better carboniferous deposits lower in the strata; for, as we have remarked in a former article, it is invariably the case that the best quality of coal and the thickest seams are the deepest. That there is good coal in the south we feel confident, because while at Canton last summer we obtained a specimen of good bituminous coal from a glass-blower's establishment, which, we were informed upon reliable authority, came from some mines on the great West river, of which the Canton river is only one of the mouths.

In the Japanese Islands there are abundant indications of good workable coal fields at no great distance from water carriage. Here the quality of the coal is not inferior to the ordinary kinds of English or Scotch coal. Why it is we cannot say, but there seems to be a prejudice against Japanese coals, although we have seen them burn well and generate a fair amount of heat. A little further investigation into the coal measures of Japan might go to prove that these are of considerable extent, and in this respect that group of isles may turn out to be the Britain of the East. At the present day the progress made in their development may be compared to that of the Romans in the North of England, during their occupation of that country after the invasion. At that period they only worked the then upper seams of inferior quality, never dreaming that there were richer beds below. Not only have the modern miners struck one seam below the surface layer, but in many cases two and three seams have been found, and the lowest always the best. At present the best Newcastle coal is mined from strata under the sea. In like manner, with the experience and mechanical appliances of modern coal mines, the carboniferous strata of the Japanese islands might turn out to be the most profitable speculation yet entered upon amongst their intelligent inhabitants.

ST. JOHN'S DAY.

THE Clerk of the Weather was not propitious, on what would otherwise have been a red-letter day in the annals of Freemasonry at Shanghai.

Agreeably to the public notice, of the proposed installation on St. John's Day of the Worshipful Master Elect of the "Northern Lodge of China," a very large body of the craft assembled at 2.30 P.M. in the rooms so kindly and for so long a period placed at the disposal of the "houseless" brethren of the Lodge, by the members of the "Germania." Each brother must have felt that the Lodge had been availing of this kindness far too long, and it must have been a proud satisfaction to each member of the Lodge that, in addition to the interesting ceremony of Installation, the programme of the day's proceedings included the laying the foundation stone of a building which would give them a *home* of their own, destined, we trust, to be a credit to the Craft and a lasting memorial of the liberality of the present members of the Lodge.

The ceremony of Installation was most correctly performed by the retiring Master of the Lodge, Br. Campbell, who placed Br. Dunlop in the Chair as W.M. for the ensuing year, in all due form. After the investment of the following brethren in their respective offices—

Brother Tilby,	as	*Senior Warden.*
" Goddard,	"	*Junior do.*
" Hyslop,	"	*Senior Deacon.*
" Fearon,	"	*Junior do.*
" Birdseye,	"	*Treasurer.*
" Loureiro,	"	*Secretary.*
" Houstoun,	"	*Steward.*
" Pomeroy,	"	*Inner Guard.*
" Lessler,	"	*Tyler.*

an adjournment was proposed to the premises of a zealous Past Master, in close proximity to the site of the proposed new lodge, the state of the roads not permitting the intended procession. Here the brethren again assembled and, in the customary order of precedence, proceeded to lay the foundation stone. The ceremony was performed by the newly-installed Master, who, after placing several newspapers of the day, with sundry coins (the *dates* of which, from a hasty glance, will, we fear, mislead some future historian of Shanghai) in the cavity proposed for the purpose, spread the mortar in a most workmanlike manner! The upper stone was then slowly lowered and, having been proved with the square, level, and plumb-rule the W.M. poured the customary libation of corn, wine, and oil. The ceremony concluded with solemn prayer, and the Lodge was subsequently closed in proper form.

Here, however, the business of the day was only half concluded; for the brethren of the "Northern Lodge of China" were determined to celebrate the interesting events in no selfish manner—but instead of holding the usual masonic banquet, to issue invitations to a ball, of the perfect success of which we can most certainly vouch. A special invitation having been sent by the Lodge to the "Zion Chapter," its members applied to the Provincial Grand Superintendent for a dispensation to appear in their Royal Arch paraphernalia, and as the guests included a considerable number of both military and naval officers of several nations, the usual monotony of ball-room costume was most agreeably broken. We had been told of a fabulous number of expected "lady guests," and regret to chronicle the comparatively small attendance of the "fair sex" as the only drawback to an otherwise most successful evening. Those who were present, however, endeavoured, by their indefatigable dancing, to make up for their limited number, and we were pleased to see several "mason's wives," proving, by certain little additions to their ordinary ball costume, that they were superior to the old-fashioned prejudices of Mrs. Candle, and were proud of the position their "gude men" had attained in freemasonry; indeed, if our sight did not deceive us, we think some aspired to a very high rank! Of the dresses of the ladies,—but hark! the printer's devil calls for "copy," and we dare not venture on such an absorbing theme! Suffice it then to say that the arrangements and decorations were perfect, the supper most liberal, and great credit is due to the taste and exertions of the Steward. We should have wished to report the various toasts and speeches at the supper table, but time will not allow; and, with one word in praise of the very excellent music, we conclude this hurried critique of the last Masonic Festival at which it may be our fate to assist in the "Far East."

SIGNOR ROBBIO'S SECOND CONCERT.

ON Thursday evening the second concert of this series took place, and was listened to with great pleasure by a very large audience.

On the occasion of the first performance we ventured a few critical remarks upon Signor Robbio's playing, the class of music he selected for the exhibibition of his powers, and expressed a hope that, in reliance upon the musical instincts of his audience, his own talent and the works of the great masters of his art, he would make his second appeal to us by more legitimate means than he then used. And in this respect, the concert of Thursday evening showed a marked improvement upon the first. It was opened with Beethoven's trio in E flat, which was admirably performed with the assistance of two amateurs. Of the grace and beauty of this work it is unnecessary for us to write at any length. It is one of the earliest compositions of its great author, and displays the rich fancy which distinguishes the works of his first period. There was no immaturity about Beethoven's genius. With one bound he placed himself on a level with his greatest contemporaries, and afterwards towered above them all to heights which it is improbable any future composer will reach. His first trio bears the same relation to his subsequent works in this form as his first symphony does to the other eight,—or, to illustrate our meaning by a reference to sister arts, the same relation as Milton's Lycidas or Allegro bears to the Paradise Lost—or, to compare the musician with one of kindred, though not equal genius,—as Turner's "Pembroke Castle" does to his "Building of Carthage." The first symphony and the trio of which we speak might have been written by one or two of his contemporaries, but Beethoven alone could have conceived the "Rudolph Trio" and the "C minor symphony," which followed them at no very distant interval.

Signor Robbio next performed Bellini's beautiful air from Norma, "Casta Diva," and greatly charmed his audience by the power and feeling with which he executed it, bringing the first part of the concert to a close with De Beriot's "Tremolo," which he played in truly masterly style.

The second part was opened with Gounod's beautiful "Meditation upon Sebastian Bach's first prelude," with organ and violincello accompaniments. The composition is one of great daring, but it shows the courage of true genius. It was no light responsibility to add to a work which its author—one of the greatest masters of the art—considered perfect, and indeed, many of our musical purists repudiate it. But though questionable in principle, it displays deep reverence for the work which suggested it, and is wrought out with consummate art.

An arrangement of a cavatina from "Der Freischütz" for violincello and piano followed next, and was played with great taste and feeling. This was succeeded by "Home, Sweet Home" played—or perhaps rather, executed—on one string by Signor Robbio; and the concert was brought to a close by the "Grand Valse Diabolique," a work of the Paganini school, composed by the concert-giver himself. We have no great sympathy with this class of music, but the Valse was performed with extraordinary cleverness by Signor Robbio, and was received with loud plaudits by the audience, which —æsthetics aside—it richly deserved.

The concert was pleasingly varied with some excellent quartett singing, and a solo by a gentleman whose kind assistance we have often had occasion to acknowledge before. For the moribund piano used at the last concert, a fine "Broadwood" was substituted, which displayed to great advantage the admirable playing of the gentleman to whom Signor Robbio was so much indebted for his accompaniments.

MUSIC AND CHARITY.

To the Editor of the
DAILY SHIPPING & COMMERCIAL NEWS.

SIR,—Of the numbers who were charmed by Signor Robbio's delightful concert last evening, few, I imagine, could have left, without a feeling of regret that such delights in Shanghai, are indeed "like angels' visits, few and far between."

Probably the most pleasing feature in the whole performance was the kind manner in which amateurs came forward to assist in the evening's entertainment; and I am sure the kind feeling of the gentlemen, who thus voluntarily and from pure love of one of the highest arts, contributed their assistance, could not fail to be acknowledged by the audience—who by their applause shewed themselves able to appreciate the talent and exquisite taste, with which the music was performed.

With the recollection of the eloquent appeal made to our sympathies at Church on Christmas Day, it occurred to me how much gratitude the amateurs of Shanghai could evoke, if it were possible for them to form a Vocal and Instrumental Association—to give occasional subscription concerts, and apply the amounts received to some such charitable purpose as that suggested by the Rev. Mr. Hobson.

Probably nowhere out of the profession, is there so much musical talent to be found as in Shanghai, and certainly nowhere an audience better able to appreciate that talent; so that if the suggestion which I have ventured to make be carried out, the amateurs of Shanghai will secure to themselves at once the gratitude of the other inhabitants and of those to whose benefit the subscriptions would be applied.

Yours faithfully,
PHILHARMONIC.

SHANGHAI, 27*th December*, 1861.

AN OFFENSIVE AND DISGUSTING NUISANCE.

To the Editor of the
NORTH CHINA HERALD.

SIR.—A dead Chinaman, stripped of most of his clothes by his thrifty countrymen, and whose body has been disfigured by disease, has been lying indecently exposed on the Race Course for the last two days. Nor is this the first time of late that dead bodies have been exposed for days together in the thoroughfares of the Settlement. I dare say it is nobody's business to bury stray Chinaman; but it certainly is not creditable, either to the foreign or native community, to allow them, within our limits, to be devoured by dogs and carrion birds. At all events, the subscribers, to the "Riding Course" have a right to expect that it, at least, shall be kept clear of obstructions; and they have good cause of complaint if dead bodies are left lying about over the Course, frightening horses and offending the senses of sight and smell of all passers by.

Recommending these remarks to whom it may concern,

I am,
Your obedient servant,
TOBIT.

SHANGHAI, 27*th Dec.*, 1861.

[With reference to the above unwholesome and revolting sight upon our only ground for horse and carriage exercise, it is not creditable to the humanity of this community that these mortal remains should have been there so long, exposed to public view. As it lies without the bounds of the Municipality, that body has no direct cognizance of the nuisance. We take it to be within the province of the Race Course Committee to see to its removal which, we have no doubt, these gentlemen will inquire into without delay. ED. *North China Herald.*]

TRIP FROM CANTON TO THE COAL HILLS OF FAYUNE.

Having been favoured with the jottings of one of a party which formed an expedition to the above-named locality, we transcribe and arrange them by permission for the information of our readers. Nothing scientific or important is pretended, and the minor details are minutely dwelt upon for the purpose of furnishing sailing directions. We would point out the primitive means required for undertaking an expedition of this nature, and trust that the knowledge of this circumstance may induce such of our readers as have a thirst for travel and adventure, to form parties and penetrate into the Province of Qwangtung as far as the law will allow them to go. A more obliging official than Mr. Consul Robertson does not live, and as he is on excellent terms with the high provincial authorities, applicants can have no difficulty in obtaining available permits. We do sincerely trust that such of our countrymen as may avail of this privilege, will conduct themselves like gentlemen, and not like Cockneys adrift on a holiday. Our conviction is that should they do so they will not only add materially to their own comfort and to the sphere of their travel, but will avoid and avert all possibility of coming to any grief or mishap.

Very good. On Friday, the 23rd ulto., a party of three Englishmen left Canton at 4 A. M. in a six-oared gig. They made in the first instance for Shek-moon, which they reached in one hour and twenty minutes. They then continued their course in the same direction, passing on the right the pagoda of Lo-a-kong, and on the left the branch of the river which leads past Cumshan, to North River. Opposite this is the branch which runs in a N.E. direction to Tsoong-fa. This branch the party meant to have ascended, but the intention not meeting with the concurrence of their pilot, one Achun, they ran past without knowing it. There are two small islands which materially tend to obstruct and conceal the mouth of this passage.

The previous course was therefore continued. Many villages were passed, which generally stood upon creeks a little way inland, a necessary precaution to prevent a direct attack from river thieves. A diver was shot dead to appease the relish which one of the party had for sport. The bird being deemed fishy for the European palate, was given to the boatmen, whose appreciation of the gift realised the adage that all was fish which came to their net. The party then landed and took a stroll in one of those topes of trees, the different bearings of which tend so much to diversify and indeed beautify the scenery upon the Canton river.

The village of Mow-ye-tong was reached at half-past 8 A.M. This place enjoys the privilege of two pagodas of four stories each, one in the village which is situated upon a small hill, and the other on a larger hill, some half a mile to the eastward. Here a salt station has been established, which was courteously placed at the disposal of the travellers, and by means of the use of the kitchen of the establishment an excellent repast in the name of a breakfast was soon provided. After breakfast the environs of the village were surveyed—a brick and a tile field were found in full operation, and doubtless contracts can be made on favorable terms at this village for the delivery of those essential articles in this colony. The party then ascended a hill which was contiguous with the object of enjoying the view therefrom in general, and the course of the river whereby the journey was meant to be continued in particular.

To the eastward Canton was visible in dim outline, distance some twenty-three miles. The broad expanse of paddy fields stretching to the north and to the west conveyed a good impression as to the welfare of Mow-ye-tong, which impression subsequent observations tended to corroborate. A view of the country to the southward at this time last year conveyed a very different impression.

The party then returned to the gig and proceeded on their journey towards the Fa-yune coal mines, which it was the special object of the expedition to inspect. The pilot stated that the next town which lay on the route was Sunkai, a distance of 45 le. The river became remarkably narrow, but there was ample room for the oars, and the water seemed everywhere deep. The banks were high, and within the space of one mile no less than eleven chain-pumps were counted. This seemed to be about the proportion of these useful articles in the immediate neighbourhood. They were all in full operation, and supplied music in abundance of the most discordant description. Had the people working these pumps been thrashing with the flail, our our travellers would have preferred it.

At half-past one P M., Sunkai was reached. It is a town of some importance, containing about 30,000 inhabitants, and they appeared to have never before seen a foreigner, judging from the wondering but quiet crowd which gathered round the party. An enquiry into this subject elicited the information that two soldiers had ridden through the place last year, with which exception our travellers were the only foreigners who had ever visited the place.

The party were desirous to push on and make the most of the daylight, but were told that the state of the river would not admit of it. This information being too unpalateable for belief, they determined to see for themselves, and to their surprise and chagrin found the delinquent river had failed and had run them into the ground. Continuing onward upon foot they crossed the dry bed of the river several times In one place the bed measured in breadth 170 feet!

Our travellers bewailed their hard fate at their hopes and progress being thus dried up—one of the party especially, who had been penetrated with the conviction that Amoy could be reached by water from the Canton River. They were needs compelled to accept unwillingly the advice and invitation of the man who had acted as their guide, and who placed his own house at their disposal. He proved a good host, the only fault being that he made a perfect exhibition of the strangers to the townspeople. The travellers took the "situation" in good part—they informed the crowd that they could not be seen for nothing, and sent a hat round for contributions. This joke soon dispersed the spectators.

Sun-kai is the *beau ideal* of a Chinese town, from the variety of its scenery, appliances, joss houses, &c. The *laches* of the river appear to have been felt from time immemorial, and its shortcomings provided against by numerous large ponds which interpose themselves across the town like fingers stretching from the river's bed. These ponds are tolerably deep, and serve not only to water the town, but they keep the country supplied for miles, by the strata admitting of the water's distribution *under* the fields. From these it is raised by the old-fashioned mode of dipping down a well with a balance pole. The number of these wells is surprising; they bear the appearance of a forest of boats' masts. The paddy crops in this neighbourhood appear to have been housed for a month, and the fields were being prepared for sweet potatoes and other vegetables. The soil is light.

Our travellers rested at Sun-kai that night, and the next morning at six proceeded on their excursion, by means of mountain chairs which they engaged for the purpose, as well as the services of a good guide. They proceeded in a N. E. direction, that is to say, the same way as the dry bed of the river ran. The chair coolies appeared an athletic sturdy race of mountaineers, and carried their foreign burdens along at the rate of four miles the hour. The prevailing feature of the country continued to be wells in every paddy field, and a large number of wheelbarrows —an article whereby all the carrying of the place appears to be effected. The cost of these conveyances is from three to four shillings each, and they bear the test of bad roads and heavy loads wonderfully well. The granite pathways and water courses are marked by groves, from the effect of the constant passing of these barrows, the wheels of which are of wood. The manufacture of these wheels—a disc of 2½ feet in diameter by 1½ inch in thickness—imparts an appearance of activity to all the carpenters' shops in the neighbouring towns and villages.

The party now came upon extensive cultivation of the *cha-yow* or ground nut, from which the so-called "tea oil" is expressed. It was harvest time for this article, long lines of barrows laden with it being constantly seen. Oil jars appeared to be in active demand, but there were no visible manufactures for compressing the oil out of the nut.

At a place called Wang-tam, several extensive hills were observed, which were mounds of excavated earth. On enquiry it was found that these were from a lime quarry which had been opened near the spot. Several of these quarries were said to be in the vicinity. The party had some idea of looking for fossils, but as the trip to the coal mines appeared likely to be a long one they concluded not to deviate.

The distance from Sunkai to the principal coal hill was stated to be 5½ le. It was found however not to be more than 30. The party struck the chain of coal hills about nine o'clock A. M., and from that point to the extent of the observations made the distance was about four miles. The sloping sides in several parts of each and every hill showed signs of excavation, having brought out a light slaty-looking shale, and it was only where the excavation had penetrated the ground below the hills' level that coal was produced. A pit called Leong-wat was carefully inspected. This pit was said to produce the second best coal yet found; its depth was stated at 60 covids. The coal produced hardly deserved the name, being a miserable soft coom with less consistency than charcoal, and crumbling into dust at the touch of any hard implement. There was a good deal of sulphur visible in the excavated heaps and also much slaty shale. The pits were of various forms; some were perpendicular with galleries for the workmen at different depths, the water being pumped up from one gallery to another by means of bamboo pumps—a most laborious and apparently unsatisfactory process.

Some mines descended like staircases, at an angle of about 70, with square and ridiculous looking side supports of 5-inch spars and cross pieces of the same thickness, intended to stagger under the weight of the "heaven-kissing hill." Another mine was entirely horizontal, the vein of coal worked therein being vertical and only a few inches wide.

Hearing that the best coal was to be found at the mines last opened at Cheong-shan-keok, the party proceeded thither. This locality proved to be a low broad hill with a large village at its base. The height of the hill was some 300 feet, its base being about three miles in circumference. The greater part of the southern aspect was traversed, and much astonishment expressed at the very numerous cuttings to be found in every direction. Many of these were of great depth, but were all abandoned, with the exception of two which had been started near the summit of the hill. At these two pits there appeared symptoms of activity and animation, there being large piles of coal at each pit's mouth. The managers stated that with sixty men working below they could turn out 500 piculs per day or about thirty tons. The coal was very inferior stuff—it contained a large proportion of shale and was in small pieces, the largest weighing not more than 3 or 4 lbs. On applying the hammer to these lumps, they proved of the most friable nature; when, however, they were submitted to the action of heat, they became as hard as stone, emitting large quantities of sulphur. It is to the presence of sulphur that the Chinese attribute the badness of the quality—they say it is thereby deprived of the *oil*, which good coal ought to possess.

The people at the pits are probably not authorised to sell the article; and, like other Chinese, are doubtless anxious to improve the occasion of the visit of the stranger, by attempting to see, what the Irish call, the color of his money. Upon being asked the price of the coal, the reply was 7 mace per picul—equal to $17 per ton. Some thirty catties were purchased and paid for at this rate to serve as a muster. Our travellers subsequently ascertained that the article could be had deliverable in quantity at Canton at $7 per ton—equal to $5.60 at the pit's mouth.

The present working of these coal mines, as far as could be ascertained, stands upon the following footing. A wealthy man belonging to Fatshan engaged to work the mines *for ten years.* He paid Government a squeeze of 2,000 *taels* to begin with, agreeing to pay besides a seignorage of 2 *taels* per 100 piculs on the yield. Up to this time the amount of his loss stands at 10,000 *taels*, and he desires to abandon the enterprise putting up with the loss. This the mandarins will not listen to, but insist upon the performance of the ten years' contract. Were steam and science to come his assistance in helping him to a good drift, he might perhaps go on rejoicing; but at present "*condemned to hope's delusive mine,*" he must be heartily sick of his profitless undertaking.

Upon enquiring as to the depth of the principal pit, the reply was four to five hundred covids. This was deemed impossible. There were no pumps at work, and it was therefore plain that the mine could not be below the base of the hill—which is no more than 300 feet from the summit.

The view from this hill is well worth the journey. The city of Fayune lay five miles distant N.N.W., and the White Cloud Hill 20 miles off S.S.W. This latter formed the terminus of a complete amphitheatre of mountains, the other terminus bearing W.S.W., and aptly called, from its peculiar formation, the Cock's Comb Hill—a name which Major Pym, with inexcusable satire, altered upon his map to Mount Straubenzee.

Another branch of the river than the one by which the party came, leads to within three miles from the foot of the hill whereon the travellers now stood. This was the stream which they meant to have ascended, but were frustrated by the caprice or the ignorance of Mr. Pilot Achun. At noon the wanderers got into their chairs, and returned to Sunkai on their way home. They again found the people civil to a degree, their courtesy restraining even their curiosity. The complexions and the bearing of these people, with a type of feature indicating health and even beauty, gave the impression that they were of a different race to the denizens of the provincial city.

The party pushed on to the village of Mow-ye-tong, which they reached at 7 P.M. There they were hospitably received by the Mandarin of the salt station, who provided them with good quarters for the night. In the morning they ascended the high pagoda and detected sundry topography, the result of deciphering which would be out of place in this account. In the course of the day they floated down with the tide and reached Honam at 4 P.M. of the 24th instant, wiser, haler, and ruddier for their trip.

THE SHANGHAI MOUNTED RANGERS.

WE understand that the proposition brought before the Volunteer Meeting on Thursday last, by Mr. Panmure Gordon, to form a mounted corps, has been conditionally accepted by the committee. The conditions upon which members may be enrolled has not yet transpired, but we are in a position to state that the first enrolment will be limited to thirty sabres. We heartily commend this movement amongst our Volunteers, to public support, not only by soliciting members to come forward and enrol themselves, but to call upon others for subscriptions to supplement the expenses this additional arm of the service will entail upon the committee. When we are in possession of the conditions upon which the troop is to be formed, we shall again return to the consideration of the subject.—*From the Daily Shipping & Commercial News, Dec. 28.*

METEOROLOGICAL TABLE.

SHOWING the highest and lowest degrees of temperature in the month of *January*, 1861, from observations taken by a self-registering THERMOMETER in the open air, in a shaded situation, at Shanghai,—the *Maximum* by day, and the *Minimum* at night; and the number of rainy days during the same period,—also the average of the same for 7 years.

JANUARY 1861.—Rainy days 16 including 2 snowy days.

	Max	*Min*		*Max*	*Min*
1	32	26	17	41	38
2	37	32	18	42	37
3	50	38	19	41	33
4	43	39	20	40	35
5	48	42	21	39	30
6	42	30	22	36	29
7	37	30	23	36	29
8	45	30	24	40	36
9	48	42	25	40	39
10	43	37	26	42	40
11	41	36	27	42	33
12	39	32	28	41	38
13	38	23	29	42	32
14	28	26	30	31	23
15	33	29	31	28	23
16	30	28			

Average of 7 years { Thermo. *Max* 48. *Min* 29
Rainy days 6.14.

To be continued monthly

ADVERTISEMENTS.

E. C. KIRBY,
General Storekeeper, Commission Agent, and Druggist,
NINGPO.
tf May 25, 1861.

KEPPELL & Co.,
NAGASAKI.
Shipwrights, Blacksmiths, Ship-Chandlers, &c., &c.
Vessels of all sizes hove down, caulked, coppored, &c., &c., &c., at reasonable rates.
Spars made at the shortest notice, and all work guaranteed.
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Ship Chandlers, Store-keepers, and Provisioners,—Soda Water, and Lemonade Manufacturers.
YANG-KING PANG,
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Cheang-fong 祥豐
MRS. CLIFTON,
SUCCESSOR TO
MRS. MARSH,
Millinery and Drapery Establishment,
CONSULATE ROAD,
Corner of Church Street.
tf Shanghai, 17th May, 1861.

KIN-TEE-YUEN,
CAN SUPPLY PARTIES WITH SILKS OF EVERY DESCRIPTION;
GAUZES OF NEWEST PATTERNS;
SHAWLS, and APRONS;
AND EMBROIDERED WORK OF THE LAST FASHIONS,
AT UNUSUALLY LOW PRICES.
TSING-KEE SHOP,
Near the French Consulate.
Shanghai, 1st September, 1855.

H. EVANS & CO.,
Ship Bread Bakers and General Importers.
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Chun-haou. 成號瑞記
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HAS always for Sale at moderate prices Silks, Satins, Embroideries, Pongees, and Gauzes; Lacquered, Japan, and Canton Ware; Milner's Iron Safes, and a variety of European goods.
20ap Shanghai, 19th April, 1861

THE SHANGHAE HOSPITAL AND DISPENSARY

HAS been enlarged, and can accommodate PRIVATE Patients with comfort.
The terms are,
For Private Room, ...Tls. 2.0.0 a day.
,, Officers do. .... ,, 1.5.0 ,,
,, General Wards,.... ,, 1.0.0 ,,
Washing One Tael per month extra.
The Lowest charge is Seven Taels.
F. C. SIBBALD, M.D., *Surgeon.*
THOS. PEREIRA, *Apothecary.*
☞ The DISPENSARY is well stocked with Medicine, which may be had on application to the Apothecary. Medicine chests &c.,

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SHIPPING INTELLIGENCE.

ARRIVALS.

DATE	VESSELS.	FLAG & RIG.	TONS	CAPTAIN.	FROM	Sailed	CARGO.	CONSIGNEES.
Dec 21	City of Nantes	B. str.	204	Bisson	Ningpo		Ballast	Dow and Co
.. 21	Pekin	B. str.	759	Soames	Hongkong *		Mails, &c.	E. Warden, Agt. P.&O. Co
.. 21	Ly-ee-moon	B. str.	369	Hill	do	Dec 15		Dent and Co
.. 21	A Russian Corvette							
.. 21	T. G. Bunker	A. bark	497	Cooper	Swatow			Russell and Co
.. 21	Marmora	B. bark	361	Lyell	Hongkong			Dow and Co
.. 22	Hongkong [H I M	str.		de Montpezat				
.. 23	Carthage	B. str.	500	Bolton	Hongkong			Jardine, Matheson & Co
.. 23	Contest [H I M	str.		Draper	Tientsin			
.. 23	Fr. g.-boat No. 13							
.. 23	Hilda Charlotte				Tientsin			Russell and Co
.. 24	Timandra	A. schr	170	Turner	Kanagawa	Dec 7	General	Frazar and Co
.. 25	Govenor v. Swieden	Du. bg	317	Fagg	Ningpo		do	T. Kroes and Co
.. 25	Cosmopolite	B. str.	559	Campbell	Hankow			Dent and Co
.. 25	Willamette	A. str	413	Perkins	do			Russell and Co
.. 25	Templeman	A. bark	314	Spencer	Nagasaki	Dec 18	do	Wetmore Cryder and Co
.. 26	Bo-Peep	B. str.	73	Shaw				

* With Mails.

DEPARTURES.

From Woosung.

DATE.	VESSELS.	FLAGS & RIG.	TONS	CAPTAIN.	DESTINATION.	CARGO.	DESPATCHED BY
Dec 19	Celestial	B. bark	401	Jones	London	Tea, &c.	Jarvie, Thorburn and Co
.. 20	Kin-hok-hien	B. bark	262	Fagg	Amoy		Dent and Co
.. 22	B. F. van Dambenoy	Du. bk	285	Kruymel	Nagasaki	Ballast	T. Kroes and Co
.. 22	Alma	Da. bg	177	Hang	Amoy	Cotton&c.	A. R. Tilby
.. 22	Anglo-Indian	B. bark	440	Bird	London	Tea, &c.	Johnson and Co
.. 22	Antelope	B. str.	278	Gibbon	H'kow & Ports	Re-expts	Bower, Hanbury and Co
	Fire Dart	A. str.	420	West	do	Op., &c.	Augustine Heard and Co
	Wanderer	A. schr	175	Blanchard	Hankow	Ballast	Augustine Heard and Co
	Water Witch	B. bark	236	Norris	Nagasaki	Re-expts	Blain, Tate and Co
.. 23	Rose	Chi. str.	125	Hallpike			
.. 23	Fei-loong [H I M	str.		Baker	Tientsin, &c.		
.. 24	Shanghai	3 mas'ed B schr	252	Roberts	Hankow	Re-expts	A. R. Tilby
.. 24	Surprise	A. str.	193	Pendleton	H'kow & Ports	Sun., &c	Russell and Co
.. 24	Govenor General	B. str.	562	McQueen	Kiukiang		Dent and Co
.. 24	Snake [H M	disp.-bt		Knevitt	Chefoo, &c.		
.. 24	Coromandel [H M	disp.-bt			Yang-tsze		
.. 24	Bouncer (93) [H M	g -boat		Creasy	do		
.. 24	Laurick	B. brig	283	Hooper	Kanagawa	Sun., &c.	Jardine, Matheson and Co
.. 25	May Queen	A schr	145	Willis	Ningpo	Op., &c.	Frazar and Co
.. 25	Robert Henderson	B. ship	552	Logan	Fuchau	Cotton	Jardine, Matheson and Co
.. 25	Pekin	B. str	796	Soames	Hongkong *	Mails, &c.	E. Warden, Agent P. and O. Co
.. 26	Surprise	A. ship	1261	Ranlett	Fuchau	Ballast	Olyphant and Co
	Clemens	Bre. bk	306	Hunteman	Chinkiang		Russell and Co

* With Mails.

EXPORT *of* SILK *from* SHANGHAI *to* GREAT BRITAIN, *the* CONTINENT *of* EUROPE, *and* INDIA, *direct, and* COASTWISE;—*from* 1st *July,* 1861, *to dates.*

Sailed	Ship's Name	Tons	For	*Raw* *China*	*Raw* *Japan*	*Thrown*	TOTAL bales	*Coarse*	*Waste*	*Cocoons*
July 3	Ly-ee-moon, str.,	369	Hongkong	101			101			
.. 4	Azof, str.,	476	do	1,012	166	23	1,201			
.. 12	Carthage, str.,	500	do			12	12			
.. 12	Chrysolite,	471	London	11			11			
.. 13	Sharpshooter,	481	do	241	19	31	291	13		
.. 18	Challenger,	698	do	338	113		451			84
.. 19	Aden, str.,	507	Hongkong	1,984	322	29	2,335			
Aug. 2	Jubilee,	764	London	443	62		505		14	
.. 4	Aden, str.,	507	Hongkong	2,129	64	66	2,259			
.. 8	Egean,	307	London	885			885			
.. 18	Emeu, str.,	1512	Hongkong	2,511	421	47	3,009			
.. 20	Polmaise,	887	London	722	8		730			23
.. 22	Charlotte Ann,	435	do	555			555		12	70
.. 24	Wynaud,	521	do	404	24	48	476			
.. 25	Yang-tsze, str.,	700	Hongkong	6			6			
Sept 3	Ly-ee-moon, str.,	369	do		1		1			
.. 3	Carthage, str.,	500	do	20		10	30			
.. 4	Aden, str.,	507	do	2,625	38	63	2,726			
.. 13	Assyrian,	555	London	826			826			
.. 14	Cometa,	140	Manila	49			49			
.. 16	Pegasus,	525	do	161		10	174			
.. 28	Ballarat,	712	do	1,487		10	1,497			
.. 22	Aden, str.,	507	Hongkong	1,845	12	89	1,946			
.. 30	Queen of the Ocean,	670	London	395			395			
Oct 2	Raleigh	567	do	308		20	328			
.. 6	Cadiz, str.,	481	Hongkong	1,246	560	35	1,841			
.. 17	Carthage, str.,	500	do	1		2	3			
.. 19	Ly-ee-moon, str.,	369	do	40		3	43			
.. 23	Mallard	637	London	501			501		19	
.. 23	Solent	732	do	519			519		20	
.. 25	Aden, str.,	507	Hongkong	1,658	451	32	2,141			
.. 29	Spirit of the Deep,	629	London	150	108		258			
.. 30	Kate Carnie,	519	do	945		37	982		49	
Nov 2	Drusus,	398	do	543	81		629			
.. 8	Cadiz,	481	Hongkong	2,232	132	73	2,437			
.. 9	Watooga,	549	London	407			407	14		
.. 10	Cyclone,	594	do	698	77	22	797			
.. 12	Copeland,	533	Fuchau	16			16			
.. 21	Anglo-Saxon,	693	London	470		52	522			
.. 23	Nuevo Constante,	203	Manila	25			25			
.. 24	Aden,	507	Hongkong	1,907	210	58	2,175			
.. 25	Queen Bee,	726	London	415			415		13	
.. 25	Rapido,	299	do	1,163	36		1,199		7	
.. 28	Nuevo Lepanto,	203	Manila	24			24			
.. 29	Candace,	333	Hongkong	17			17			
Dec. 4	Lansdowne,	715	London	808			818			
.. 5	Veloz,	571	do	387			387			
.. 5	Volunteer,	418	Fuchau	30			30			
.. 8	Aden, str.,	507	Hongkong	2,037	151	25	2,213			
.. 8	Joseph Peabody,	1198	do	2			2			
.. 11	Fiery Cross, str.,	448	do	2			2			
.. 19	Celestial,	401	London	1,054	11		1,065		50	
.. 20	Anglo-Indian,	440	do	335			335			
	Avonvale,	301	do	398			398		7	
	Tartar,	551	do	287			287			

SHIPPING IN HARBOUR AND AT WOOSUNG.

MERCHANT VESSELS.

VESSELS.	Date of Arrival	FLAGS & RIG.	Tons	CAPTAIN.	CONSIGNEES.	DESTINATION	Intended despatch
Aerolite	Dec 16	B. ship	911	Alleyne	Smith, Kennedy and Co.		
Albertine	Dec 12	Han. bg	200	Koester	Siemssen and Co.	Amoy	
Albis	Dec 13	Ha. bk	280	Niemeyer	Augustine Heard and Co		
Amtmand Thesen	Dec 14	Nor. bk	380	Lind	Wm. Pustau and Co	Swatow	
Ann	Nov 22	B. bark	436	Hasted	Bower, Hanbury and Co.	Amoy	
Avonvale	Oct 6	B. bark	301	McLaren	Ullett and Co	London	cld 24 inst
Bertha Kohn	Dec 8	Ha. bg	148	Schulz	Wm. Pustau and Co	Swatow	cld 12 inst
Bo-Peep	Dec 26	B. str.	73	Shaw			cld 26 inst
British Empire	Nov 30	B. ship	2679	McDonald	Gilman and Co	London	Early
Broadwater	Dec 14	B. ship	575	Stockman	Jardine, Matheson and Co.	Fuchau	Imdt.
B. Duckwitz	Dec 13	Bre. bk	327	Melsergades	Hogg Brothers	London	Early
Carausius	Dec 5	B. ship	510	Milburn	Dow and Co.		
Carthage	Dec 23	B. str.	500	Bolton	Jardine, Matheson and Co.	Amoy	cld 27 inst
Chin-chin	Nov 12	B. lug.	70				
Cinderella	Nov 27	B. ship	877	Williams	Order		
Citadelle	Dec 14	Han. bg	170	Hormann	Bourjau, Hubener and Co	Hongkong	Early
City of Nantes	Dec 21	B. str.	204	Bisson	Dow and Co.	K'kiang & H'kow	29th inst
Clipper	Dec 17	Ha. sch	178	Marxsen	Wetmore, Cryder and Co		
Cosmopolite	Dec 25	B. str.	559	Campbell	Dent and Co	H'kow & Ports	Early
Cricket	Nov 7	A. str.	81	Dolle	H. G. Ward		
Curlew	Dec 7	A. bark	495	Ballard	Augustine Heard and Co	Fuchau	Imdt.
Daylight	Oct 26	A. ship	547	Sanger	Bower, Hanbury and Co	Bangkok	cld 14 inst
Dom Pedro II	Dec 16	A. bark	258	Lewis	Augustine Heard and Co		
Eagle	Nov 30	B. schr	110	McPhee	Hogg Brothers	S'tow & Amoy	Imdt.
Egeria	Dec 16	A. ship	644	Howland	Russell and Co	Fuchau	Early
Elizabeth	Dec 5	B. ship	442	Samson	A. R. Tilby	Swatow	Early
Elizabeth	Dec 12	B. schr	133	Wright	Master		
Fawn	Dec 3	B. brig	154	Allen	Barnes Dallas	Ningpo	cld 24 inst
Fairlight	Dec 14	B. ship	558	Kemball	Gibb, Livingston and Co.	London	Imdt.
Frank	Dec 11	A. schr	187	Conway	Augustine Heard and Co		
Frisia Westphalia	July 26	Han. bk	454	Janssen	Wm. Pustau and Co	*Laid up*	
Garland *	Nov 29	A. schr	113	Adams	Lindsay and Co.		
Georges	Dec 9	3 mas'ed Fr. schr	191	Peirce	Order		
Gharra	Dec 8	B. bark	501	Glover	Wm. Hargreaves		
Govenor v. Swieden	Dec 25	Du. bg	317	Fagg	T. Kroes and Co		
Greta	Dec 13	Ha. bg	176	Jacobs	Wm. Pustau and Co	H'kong & W'poa	Early
Henry Miller	Nov 30	B. bark	433	Sutherland	Gibb, Livingston and Co.	London	Imdt.
Hilda Charlotte	Dec 23				Russell and Co		
Hongkong	Aug 21	B.	179	Galhardt	Master		
Horatio	Dec 9	A. ship	460	Palmer	Wm. Hargreaves	Nagasaki	Imdt.
Hound	Dec 17	A. ship	714	Nash	Bower, Hanbury and Co.		
Indus	Dec 15	B. ship	617	Allsopp	Lindsay and Co	London	Imdt.
Invejado	July 19	Por. str	47	Bitamcurte	F. Loureiro		
Java	Nov 29	Da. bk	309	Boysen	A. R. Tilby	K'lung & Amoy	Early
Jeanne & Joseph	Dec 16	Fr. bg	145	Croutzé	Moses and Co	Ningpo	Early
Johanne Kalkman	Dec 9	Ha. bk	226	Roper	Bourjau, Hubener and Co	Amoy	cld 23 inst
Juanpore	Dec 9	B. ship	459	King	Dent and Co		
Julia	Dec 17	B. ship	377	Morris	Shaw, Brothers and Co		
Juliane	Oct 5	Bre. bk	231	Rosemeyer	Siemssen and Co.	*Laid up*	
Kate Hastings	Dec 15	A. bark	448	Kingsman	Master		
Kremlin	Dec 12	A. bark	500	Johnson	Russell and Co		
L'Aigle	Apr 15	Fr. lug.	65	Mathony	Captain		
Lucy E. Ashbey	Dec 4	A. bark	346	Ashbey	Wetmore, Cryder and Co	Hankow	Imdt.
Ly-ee-moon	Dec 21	B. str.	369	Hill	Dent and Co	Hongkong	cld 24 inst
Macao	Dec 8	B. bark	327	Beher	T. Kroes and Co		
Magnolia	Oct 23	B. ship	648	Nicholson	Gilman and Co		
Malabar	Nov 22	Ha. bk	322	Moller	Hogg Brothers	London	cld 27 inst
Malacca	Dec 13	B. bark		Garland			
Maria Elizabeth	Dec 16	Du. bk	312	Valk	Smith, Kennedy and Co.	Fuchau	Early
Marie	Nov 18	Chi. str.		Geale			
Marmora	Dec 21	B. bark	363	Lyell	Dow and Co.		
Martha & Emily	Dec 13	B. brig	194	Carter	Gilman and Co		
Mary Lee	Sept 22	B. bark	465	Crosby	Dent and Co		
Mary R. Mitford	Nov 17	B bark	519	Leadley	A. R. Tilby	London	Imdt.
Melbourne	Dec 9	Ha. bk	372	Jessen	Wm. Pustau and Co	Fuchau	Imdt.
Minerva	Nov 11	B. bark	337	Blanch	Birley, Worthington and Co	Montreal	cld 21 inst
Mona	Dec 9	B. bark	311	Tucker	Bourjau, Hubener and Co		
Nankin	Dec 8	A. schr	253	Crosby	Russell and Co.	Ningpo	cld 24 inst
Niemen	Dec 7	B. str.	500	Hutchinson	Barnes Dallas	Hankow	cld 27 inst
Paou Shun	Dec 8	Chi. str.					
Phantom	Nov 14	B. schr	38	Douglas	Dow and Co.	Hankow	cld 24 inst
Phantom	Nov 19	A. ship	1100	Sargent	Augustine Heard and Co		
Pigeon	Dec 5	B. lug.	70	Murray	Johnson and Co		
Rauma	Dec 16	Nor. bg	254	Moller	Wm. Pustau and Co		
Resolute	Dec 9	A. ship	766	McGilvery	Gilman and Co		
Rosa *Hulk*	Aug 12	B. ship	475		Shaw, Brothers and Co		
Rose	Apr 12	B. lug.	65	Dobbyns	W. R. Adamson and Co.		
Roseneath	Dec 15	B. brig	200	Tribbey	A. R. Tilby		
Sarah Lucy	Dec 8	B. bark	450	Wilson	Master		
Scotland	Dec 11	B. str.	759	Dundas	Russell and Co	H'kow & Ports	Early
Sir Charles Forbes	Dec 13	B. str.	138	Mooney	Dent and Co		
St. Anne	Apr 15	Fr. lug	40	Junié			
St. Theodosius	Dec 12	Rus. str	312	Kohler	Howard and Co	Hankow	cld 24 inst
Sumatra	Dec 19	A. ship		Kinsman	Augustine Heard and Co		
Susannah	Dec 12	Ha. bk	272	Russ	Wm. Pustau and Co	Fuchau	
T. G. Bunker	Dec 21	A. bark	497	Cooper	Russell and Co		
Ta Yung	Dec 13	B. str.	124	Lynch	Shaw, Brothers and Co		
Tartar	Sept 26	B. ship	554	Bennett	Gilman and Co	London	cld 17 inst
Templeman	Dec 25	A. bark	314	Spencer	Wetmore, Cryder and Co.		
Thomas	Dec 13	A. brig	164	Carroll			
Thor	Nov 30	Da. bg	209	Jepsen	Geo. Barnet and Co		
Timandra	Dec 24	A. schr	170	Turner	Frazar and Co		
Tung Yu	Dec 5	B. ship	1136	Taylor	Shaw, Brothers and Co		
Wandering Wave	Nov 10	A. schr	154	Cason	Edward Byrne	H'kow & K'kiang	Early
Wilhelm	Dec 13	Da. bg		Ottsen	Siemssen and Co	Amoy	
Willamette	Dec 25	A. str.	413	Perkins	Russell and Co	H.kow & Ports	29th inst
Zwaluw	Dec 14	Du. bk	260	Bloem	T. Kroes and Co	Nagasaki	1st prox.

97 *Merchant Vessels.*]

EXPORT *of* SILK *from* SHANGHAI *to the* UNITED STATES.

From 1st July, 1861, to date.

Sailed	Ship's Name	Tons	For	*Raw Silk* peculs	*Other Silk* bales	*Silk Piece Goods* pieces
Aug. 9	Union,	1012	New York,	73:60	4:78	
Nov 16	Little Edith,	571	do		6:18½	

EXPORT *of* TEA *from* SHANGHAI *to* GREAT BRITAIN *(direct),—from* 1st *July,* 1861.

Sailed	Ship's Name	Tons	For	*Congou*	*Souchong*	*Oolung*	*Flowery Pekoe*	*Sorts* Including Japan Tea	TOTAL *Black* lbs	*Young Hyson*	*Hyson*	*Hyson Skin*	*Twankay*	*Imperial*	*Gunpowder*	*Sorts* Including Japan Tea	TOTAL *Green* lbs	GRAND TOTAL lbs
July 12	*Chrysolite,*	471	London,	564,135					564,135	8,193	373		552	325	3,016		12,459	576,594
... 13	*Sharpshooter,*	481	London,	326,365				49,067	375,432	43,652	7,897	8,477	2,916	5,132	11,099		79,173	454,605
... 18	*Challenger,*	698	London,	481,044			17,656	36,667	535,367	54,911	26,729		6,343	8,429	27,769		124,181	659,548
Aug. 2	*Jubilee,*	764	London,	422,537				60,643	483,180	121,793	44,537		21,983	17,187	109,713		315,213	798,393
... 8	*Egean,*	307	London,	261,306					261,306	16,412	7,323		2,691	976	1,716		29,118	290,424
... 20	*Polmaise,*	837	London,	651,935	19,771		8,565	1,047	682,218	122,544	25,738		13,820	4,928	39,943		206,973	889,191
... 22	*Charlotte Ann,*	435	London,	175,905				29,617	205,522	31,143	876		4,264	2,497	48,640		87,420	292,942
... 24	*Wynaud,*	521	London,	300,645			48,645		349,290	76,580	27,761		765	3,227	77,451		185,784	535,074
Sept. 13	*Assyrian,*	555	London,	268,283		24,001	36,069	13,069	341,820	102,931	6,971	40,573	17,995	30,642	75,973		273,085	614,905
... 16	*Pegasus,*	525	London,	458,932			51,482		510,414	19,336			2,231		37,309		58,876	569,290
... 28	*Ballarat,*	712	London,	552,309			2,924		555,233	48,802	7,755		3,463	6,977	78,438		145,520	700,753
... 28	*Margaret Dundas,*	341	London,	357,179					357,179									357,179
... 30	*Queen of the Ocean,*	670	London,	640,040		2,355			642,395	29,802	1,184		2,021	7,241	59,773		100,022	742,417
Oct. 2	*Raleigh,*	467	London,	456,604		56,510	8,053	16,091	537,258	22,457	11,020		2,337	2,776	27,808		66,998	604,256
.. 23	*Wellington,*	402	Liverpool,	331,097					331,097	56,355	2,761		2,260	7,671	71,106		140,233	471,330
... 23	*Mallard,*	637	London,	538,883			40,499	2,484	581,866	64,360	4,280		4,518	16,731	57,276		147,165	729,031
... 23	*Solent,*	732	London,	468,279			22,140	26,081	516,400	82,805	50,522		1,133	54,359	109,012		297,831	814,231
... 9	*Spirit of the Deep,*	629	London,	435,424			22,140	26,081	483,645	75,507	3,480		357	22,661	96,344		198,349	681,994
... 2	*Kate Carnie,*	549	London,	369,439	20,749				390,188	32,084	20,789		2,257	1,182	108,901		165,213	555,401
... 30	*Drusus,*	398	London,	303,158			25,253		328,411	16,664	5,843		3,059	6,392	4,809		36,767	365,178
Nov. 2	*Wagoola,*	549	London,	567,461				7,787	575,248	7,600	7,795			4,296	49,027		68,718	643,966
... 9	*Cyclone,*	594	London,	558,012			22,552	15,067	595,631	20,160	780		1,520	14,579	26,766		63,805	659,436
.. 10	*Anglo-Saxon,*	693	London,	713,035					713,035	45,333	1,701		2,640	7,219	44,651		101,544	815,179
... 24	*Queen Bee,*	726	London,	532,876					532,876	112,516	35,239	384	4,975	19,861	120,681		293,656	826,532
... 25	*Rapido,*	299	London,	150,940					150,049	21,077	17,033			3,180	24,040		65,380	216,329
... 25	*The Cedars,*	356	Liverpool,	340,728		520		16,440	357,688	8,483	37,752		1,161		17,436		64,832	422,520
... 26	*Lansdowne,*	715	London,	532,067			65,729		597,796	17,291	5,902			3,164	46,271	34,387	107,015	704,811
Dec. 3	*Veloz,*	571	London,	534,575					534,575	56,084	24,727	1,937	6,027	8,903	15,833		113,511	648,086
... 5	*Celestial,*	401	London,	189,460				22,035	211,495	33,237	6,424			7,091	51,693		99,345	310,840
... 19	*Anglo-Indian,*	440	London,	335,317					335,317	77,027	20,650		3,976	19,108	60,892		182,311	517,628
... 22	*Avonvale,*	301	London,	203,173			4,020	17,880	225,073	28,064	2,637	16,021	1,274	3,837	38,085		89,918	314,991
	Tartar,	554	London,	508,823					508,823	4,587	1,705			2,911	20,832	12,117	42,152	550,975

EXPORT *of* TEA *from* SHANGHAI *to the* UNITED STATES,—*from* 1st *July,* 1861.

Sailed	Ship's Name	Tons	For	*Congou*	*Souchong*	*Oolung*	*Flowery Pekoe*	*Sorts* Including Japan Tea	TOTAL *Black* lbs	*Young Hyson*	*Hyson*	*Hyson Skin*	*Twankay*	*Imperial*	*Gunpowder*	*Sorts* Including Japan Tea	TOTAL *Green* lbs	GRAND TOTAL lbs
Aug. 9	*Union,*	1012	New York,							320,243		73,253	53,309	58,896	197,389	121,109	753,789	753,789
Sept. 28	*Leichardt.*	580	New York,		575	20,400			20,975	239,367	31,225	41,372	78,163	83,473	53,544		527,144	557,119
Nov. 16	*Little Edith,*	571	New York,	6,371					6,371	388,109	56,001	1,235	78,733	37,124	112,631		673,833	680,204
... 17	*Queen of May,*	314	New York,	35,824					35,824	143,729	12,715	6,511	61,157	37,160	9,856		271,137	306,914

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